



## Q & A from Contractor Meetings

October 2008

### Contract Terms

1. **Q: Will the Geotechnical Baseline Report (GBR) be defined?**

A: Yes, the GBR for Caldecott Improvement Project will include sufficient information, including histograms of relevant geomechanical properties, to allow the contractors to develop a clear understanding of the various rock types along the tunnel.

2. **Q: Can comments on the GBR be submitted?**

A: The GBR will be part of the contract documents and a draft copy will be made available on the project Web site prior to advertising for the project. Since the draft GBR will be posted on the website, comments on the GBR will be allowed prior to the advertising period.

3. **Q: Are you going to have a specification/requirement for items (materials) on hand?**

A: Yes.

4. **Q: Is the contractor expected to provide a schedule?**

A: Yes.

5. **Q: Are you anticipating a pre-qualification process?**

A: Caltrans will not be using a pre-qualification process. The project will be awarded to the lowest bidder that meets all contractual requirements. As part of the contractual requirements review, Caltrans will assess the contractor's safety record along with the tunneling experience of key personnel.

6. **Q: If judging the lowest bidder is a combination of time and money, then what is the formula?**

A: An A+B contract is broken down into the "A" portion (money) and "B" portion (time). Once the contract is awarded, the value of the contract is the A portion. The time provided by the successful low bidder becomes the working day duration of the contract.

7. **Q: Has a mechanism been determined to address time extensions?**

A: Yes, time extensions will be addressed per the Standard Specification and evaluated in comparison to the approved baseline schedule submitted by the contractor.

8. **Q: Who tests for contaminants?**

A: The contractor will be responsible for testing for contaminants and adhering to local landfill requirements.

9. **Q: If there is re-engineering for the design, will that be a bid item if the contractor proposes another method?**

A: The contractor will be required to file a Cost Reduction Incentive Proposal (CRIP), as called for in the Caltrans Standard Specifications.

10. **Q: What is the small business utilization percentage?**

A: The goals are as follows: 25% for certified small business enterprises (SBE), 13.5% disadvantaged business enterprises (DBE) [currently ALL race neutral - will be 6.75% race neutral and 6.75% race conscious] and 3% disadvantaged veterans' business enterprises (DVBE) (5% until July 2008).

Caltrans is in the process of developing how best to monitor SBE, DBE and DVBE utilization.

**11. Q: Is there going to be a project labor agreement (PLA)?**

A: No, Caltrans does not anticipate having a PLA.

**12. Q: Will environmental personnel be provided by Caltrans?**

A: Yes, a Caltrans or consultant biologist and paleontologist will be on site.

**13. Q: Will a geologist be required on site for all three shifts? At each bore opening?**

A: Yes, a geologist or engineer will be required on site. However, a geologist/engineer will not be required at both headings for all three shifts. Qualifications of the geologist/engineer will consider both professional experience-based and academic background.

**14. Q: Can you issue the Special Provisions to the contractors for comment?**

A: Yes, a draft will be available for review. The documents will be available on the project website.

**15. Q: Who is responsible for the long-term liability of the hydrocarbons?**

A: The contractor must identify an appropriate, approved disposal site. Once the materials are disposed of at the approved site, Caltrans assumes the long-term liability.

**16. Q: Will there be partnering provisions?**

A: Yes. The contract Special Provisions will include partnering specifications.

**17. Are you planning on using a third party facilitator for Partnering?**

A: Yes, Caltrans will employ a third party facilitator throughout the duration of the contract.

**18. Q: What are the bonding requirements?**

A: 100% payment bond is the Caltrans current standard and practice. There is statutory provision for a reduced amount is under consideration.

**19. Q: Are you expecting a lump sum price?**

A: No, payment under this contract will include a number of items that will be paid based on unit prices, as well as other items that will be paid as a lump sum. The standard overrun/under run specification of 25% will be used for the unit price items.

**20. Q: Is there an incentive to finish early?**

A: The value of early completion is accounted for in the A+B bidding approach. No other incentive is being considered at this time.

**21. Q: When does tunneling start relative to contract approval?**

A: The time duration will depend on the contractor's schedule for construction of the portal support walls and other upfront work. Retaining walls in the cut and cover section will need to be constructed before the mined tunnel operations can begin. The engineer's estimate shows that tunneling commences about six months after contract approval.

**22. Q: What are Caltrans' normal requirements for Builder's Risk?**

A: None.

**23. Q: How do Caltrans contracts address liquidated damages?**

A: There are liquidated damages per day in the contract. The liquidated damages will be assessed in the field based on the number of days beyond the extended contract completion date.

24. **Q: Will there be an Owner Controlled Insurance Program (OCIP) or a Contractor Controlled Insurance Program (CCIP)?**  
A: It will be a CCIP contract.
25. **Q: Will the project require a Dispute Resolution Board (DRB) and will the DRB's decision admissible in court?**  
A: Yes. The DRB final report is admissible in arbitration, but not the documents used in deliberation. In addition, the DRB members cannot be called as witnesses in arbitration.
26. **Q: How did you come up with 86 dBA at 50 feet as the noise restrictions?**  
A: 86 dBA at 50 feet is the Caltrans standard. Industry practice suggests this is an achievable standard for well maintained construction equipment fitted with appropriate silencers/mufflers.
27. **Q: Why is the project being advertised in 2009? Why not now?**  
A: Final Design and reviews need to be completed and right of way (ROW) and permits need to be obtained before the project is advertised.
28. **Q: Will the contract schedule be measured in standard working days or modified days?**  
A: The project contract schedule is planned to be measured in calendar days.
29. **Q: Who will conduct the tunnel inspections?**  
A: A joint team comprised of Caltrans staff, Construction Management consultants and the design consultants will conduct inspections for the State. The Special Provisions will specify QA/QC responsibilities for the contractor.
29. **Q: How will stopped work be dealt with if endangered species are found?**  
A: The contract makes provisions for contract time extensions and has payment provisions to pay the contractors for idle labor and equipment if Caltrans stops work.
30. **Q: Will the bid sheet include unit prices for spoils that contain different levels of contamination?**  
A: It is being considered.

### **Construction Site**

1. **Q: Could a quarry type conveyor be used for muck removal if it is within the noise limits?**  
A: Yes.
2. **Q: Will the Resident Engineer/Contract Office be on site?**  
A: Yes.
3. **Q: How far away from the site will workers be required to park?**  
A: This will depend on the number of vehicles and the area selected by the contractor. The contract documents will identify areas that are available for the contractor's use.
4. **Q: Will the contractor be responsible for finding parking for the workers?**  
A: Yes. Available areas within the State Right of Way will be identified in the contract documents.
5. **Q: What other real estate does Caltrans own along Route 24?**  
A: Available parcels will be identified in the contract documents.

6. **Q: How do you anticipate dewatering will be done?**  
A: During tunnel excavation, drainage holes will be required ahead of the tunnel face for lengths of tunnel that are identified on the plans. The drain holes are expected to effectively control water inflows.
7. **Q: Have discharge points been designated for the water treatment?**  
A: The plan is to dispose of construction water into the storm drain system and the water will have to be treated to meet the discharge requirements. The contract documents will reference the requirements.
8. **Q: Are there homes above the tunnel?**  
A: Yes. The minimum radial distance from the tunnel to any residence is 230 feet.
9. **Q: Was geology taken into consideration for the location of cross passages? It may be less expensive to place cross passages around a fault, rather than through one.**  
A: The cross passage locations were constrained by the maximum spacing for the cross passages, dictated by emergency evacuation requirements.
10. **Q: What is the permeability of the formations and are there records of the outflows from current drainage systems?**  
A: The contract documents will include detailed records of the outflows from the existing tunnels.
11. **Q: Is a mud mat required?**  
A: Yes, a mud mat will be required for lengths of tunnel where the invert will be in mudstones/siltstones that are prone to breakdown and instability. Elsewhere, the contractor is responsible for developing means of maintaining the stability of the invert.
12. **Q: Is power nearby?**  
A: The location of power drops for construction power will be identified on the plans and an application for construction power and permanent power has been filed with PG&E. The design team has met with PG&E to confirm the locations for the power drops and to assure that sufficient power will be available prior to construction start.
13. **Q: If materials can't be removed during night hours how should they be dealt with?**  
A: Excavated materials will have to be stored along the sidewall of the tunnel. Removal of spoils from the tunnel or off-hauling will not be permitted during night hours.
14. **Q: Will traffic lanes and on ramps & off-ramps remain open during construction?**  
A: Yes. However, there will be temporary lane closures, as outlined in the contract documents.
15. **Q: What is the ambient noise of traffic now?**  
Ambient noise levels were quantified at 7 different locations in the study area. Specific information about the ambient noise at each of these locations can be found in the Ambient Noise Study Report, which will be available upon request, during the bid phase.

**16. Q: Will the presence of hydrocarbons and aerially deposited lead require hazardous material training for staff?**

A: Yes.

**17. Q: What will the Operations and Maintenance Center (OMC) support?**

A: It will support the operations and maintenance of the Caldecott tunnels and Webster/Posy tube, with future support planned for Devil's Slide, Doyle Drive and the Coleman tunnels.

### **Construction Details**

**1. Q: Are the retaining walls going to be governed by Standard Specifications or Special Provisions?**

A: The contract specifications will include Standard Special Provisions for the retaining walls. The Special Provisions will reference applicable sections of the Standard Specifications. Special Provisions govern over the Standard Specifications.

**2. Q: Will you have defined closure times for 3<sup>rd</sup> bore?**

A: Yes, as outlined in the Special Provisions (times may vary by day).

**3. Q: What permits are required for shotcrete or concrete plants on site?**

A: Permits will be required per the Bay Area Quality Management District.

**4. Q: Are you anticipating boring from both ends simultaneously?**

A: The contract allows for bidding the project with excavation at both ends.

**5. Q: Will you use steel fiber reinforced concrete?**

A: The option will be given to decide between steel or synthetic fibers.

**6. Q: Can batch plants be run at night?**

A: Yes, as long as they are within the noise requirements.

**7. Q: Are you anticipating using a road header?**

A: Yes. A road header is anticipated to be the appropriate method for the majority of tunnel excavation. Other methods, such as drilling and blasting, may be required for limited reaches of the tunnel.

**8. Q: Are most of the sound requirements for the west portal?**

A: The sound limits specified for the job apply to the project limits.

**9. Q: What happens if blasting needs to be done in the middle of the night to continue? Significant work time could be lost and this is difficult to predict as a contractor.**

A: Blasting is not permitted at night, from 7 p.m. to 7 a.m.

**10. Q: Where did the restrictions on night blasting originate?**

A: Vibrations and concerns from the residents on the Alameda side.

**11. Q: Do you have cores?**

A: Yes. The cores will be made available for inspection by the bidders during the bid phase.

**12. Q: Did you come across serpentine?**

A: No.

**13. Q: Are you going to have a complete waterproof membrane?**

A: A continuous membrane will be provided around the arch, but not over the invert.

**14. Q: What are the percentages of the various support levels?**

A:

Ground Class	Support Category	Extent (%)
1	I	28%
2	II	48 %
3a	II	17%
3b	III	7%

**Documents Provided**

**1. Q: Are there construction records/other information from the construction of the other bores that will be made available?**

A: The construction records, along with other project documentation, will be made available in the material information handout.

**2. Q: Can the information on the Claremont tunnel be provided in the bid documents or for reference?**

A: The GBR will include a summary of relevant information from the Claremont Tunnel. Caltrans cannot guarantee access to the source documents.

**3. Q: Will there be a written methods statement?**

A: It is not likely since there will not be a pre-qualification process.

**4. Q: Will the drawings be provided in metric or English measurements?**

A: Metric.

**Cost and Payment**

**1. Q: What is the construction cost?**

A: The construction cost is estimated between \$230-250 million. The project is fully funded.

**2. Q: Will there be separate pay items for the various support types?**

A: The contract will include separate pay items for the different support types and payment will be made per meter of each support type that includes excavation.

**3. Q: Do you anticipate a separate pay item for handling of groundwater?**

A: Handling and treatment of water is currently considered included in the tunnel pay items.

**Existing Bores**

**1. Q: Was there a waterproofing membrane on the existing three bores?**

A: No, only grout and concrete were used on the first three bores.

**2. Q: Were the other three bores drill and blast construction?**

A: Yes.

**3. Q: Will other bores be operational during construction?**

A: Yes, but there will be closures of bore # 3 (northern bore) during tie-ins for cross passages. Bore # 2 (middle bore) will need to be closed for the eastbound Route 24 improvements, near the west portal.

**Other**

**1. Q: What division of Regional Water Quality Control Board (RWQCB)?**

A: Region 2, San Francisco Bay.

**2. Q: Will the tunnel contract be concurrent with other two projects (Kay Street and Route 13/24 connector)?**

A: It is expected that one of the smaller contracts will be completed before the tunnel begins. The other small contract will be completed a couple of months after the NTP is issued.

**3. Q. Do you have design firms experienced in NATM working on the project?**

A: Yes both Jacobs Associates and ILF are on the design team and both firms have extensive experience in the design and construction of tunnels using NATM.

**4. Q: Has a tunnel similar to this been built with permissible equipment?**

A: Not to our knowledge.

**5. Q: Does the public oppose the project?**

A: Partial funding for the project is from measures approved by voters in Contra Costa (Measure J) as well as Bay Area voters (RM2), therefore there is strong public support for the project; however, there is a group representing residents and homeowners associations that do not agree with the proposed environmental impacts and mitigation.

**6. Q: What is going to be the biggest difference between Devil's Slide and Caldecott?**

A: The biggest differences are the size of the tunnel, the close proximity to residences and working next to State Route 24, which is heavily traveled.

**7. Q: Will the contractor be responsible for Public Outreach?**

A: Caltrans will provide a full-time Public Information Officer (PIO) on site.

**8. Q: Who did GBR for Devil's Slide?**

A: ILF prepared the GBR with review by HNTB.

**NOTE: THESE RESPONSES ARE BASED ON INFORMATION INCLUDED IN THE DRAFT CONTRACT DOCUMENTS. THIS INFORMATION SHOULD NOT BE USED FOR BIDDING PURPOSES.**